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GERMANY HAS BEST PORTION OF ALL FRANCE.

In Narrow Strip of Occupied Territory
A: Iron and Coal
Lands.

GREAT STEEL AND IRON MILLS HELD.

Washington, D. C., April 24.—The importance of the five percent of French territory held by the Germans is strikingly set forth in a statement given to the press today by the National Geographical society. It shows that while it is comparatively small in area it is very large indeed in industrial and agricultural importance. It says:

"Holding only about 10,000 square miles of French territory, or less than one-twentieth of continental France, the Germans have behind their advanced lines nearly one-half of industrial France and the homes of one-tenth of her population. Pas-de-Calais, Nord, Aisne, Ardennes, Meuse and Meurthe-et-Moselle, of which the Germans hold all or the larger and most important parts, are the banner departments of France. Here are the mines, the foundries and factories, the dairies and farms, which are the pride, the wealth and the strength of modern France. In this narrow strip under German occupation, there is produced 70 percent of all coal mined in France, 90 percent of all of the native mined

iron, and nearly half of the republic's output of manufactured articles.

Germans Hold Iron Industry. The iron and steel industry of the great republic lies almost entirely back of the German trenches. France stood forth among the nations of the world as a producer of iron and steel, with an annual production of 3,600,000 tons of pig iron and 3,100,000 tons of steel. This industry was centered and contained in northern France, for here were the raw materials. The Flemish coal basin, extending into the Nord and Pas-de-Calais, where 10,000 miners were employed, produced 60 percent of the coal mined in France, and practically the country's entire supply of fossil coal. Eight iron mines of the Meurthe-et-Moselle furnished 84 percent of the total French output of iron, and this region was reckoned as one of the principal iron producing regions of the world.

"With the French and Belgian iron and coal fields in their possession, the Germans would have almost a monopoly of the iron and steel industries of Europe. Germany is now second only to the United States in the production of iron and steel.

Great Mills in Seized Territory. "The Nord department, all but a few square miles of whose coal lands is in the possession of the enemy, is in agricultural and industrial importance the first department of France. In this department, and the departments of the Pas-de-Calais, Meuse and Meurthe

et-Moselle are the great metal working plants of the French, the huge Pittsburgh and Cleveland mills, foundries and machine works of that country. In these departments, further, is a great part of the land's textile industry, the cotton, woolen and linen weaving, the working of lace and embroidery, the weaving of carpets and dyeing. Flour mills, brick kilns, distilleries, glass works, pottery works, shoe and hat factories, tobacco factories and large plants for the production of hardware, enameled iron hollow ware and edge tools are strewn through this thickly populated section in profusion. In the shops situated within these departments most of the French cabinet work is done, and, here, near by, the beef fields, much of the French sugar is refined.

Section of Intensive Agriculture. "Moreover, here, where is the greatest industrial development, is, also, the most intensive agriculture. Neighboring Belgians have not brought their farms up to a higher standard of production than has been reached by the fields of these northern French departments. Everywhere throughout this region, where there are no mines and factories, smiling gardens and fertile, well cultivated farms take their place. All of the cereals, sugar beets, fruits, hops, tobacco, flax and large droves of cattle are grown upon them. Some of the best known dairies of France are in this territory.

"The stretch of a bare 10,000 square

miles, with its population of 4,000,000, its bounteous agriculture, its rich coal and iron mines, and its teeming manufacturing, is one of the most important districts in all Europe. Some idea of its richness can be had from the fact that while the average per cent value for all France is about \$150, that of these northern departments is \$235."

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GERMANY'S FUTURE DEPENDS ON AIRMEN

Air Dreadnaughts to Attack British
Naval Line; Aged Inventor
Confident.

Reports in Rome Become Live Topic
of Speculation in Capital of United
States Says Correspondent.

By Steven Burnett

Berlin, Germany, April 24.—Count Ferdinand Zeppelin, with von Hindenburg, the idol of the German people, assembled the commanders of his giant dirigibles a few days ago and spoke a few plain words. The Fatherland depended upon them, he said, and they must press their expeditions this summer, no matter what wind, a weather they encountered.

Such lectures of commanders-in-chief to their subordinates are not infrequent, as all close students of military history know. British and French critics, however, hasten to picture the count as a disappointed old man, disgruntled over the failure of his plans, and seeking to put the blame on the maladroitness or over-caution of his air captains.

Is Still Confident.

Nothing could be further from the truth. The count is as confident in his great idea as ever. The German people are behind him equally with the kaiser. Germany now has at least 30 Zeppelins in commission, most of which cast the best air dreadnaughts of even last summer in the shade.

From these the count expects an offensive of the most effective sort. It has been argued that the Zeppelins so far have done nothing of military value, have only killed civilians and a few soldiers. This overlooks the destruction of factories where the French were working night and day on munitions of war, which took place on the last Paris raid.

But those close to the councils of the general staff say the Zeppelin activities up to the present are largely experimental. Soon the dirigibles will take up their tasks in earnest. Protected by flotillas of swift aeroplanes as the battleships of the sea are surrounded always by destroyers, and other lesser craft, the products of the Friedrichshaven factory will attack fortifications, large bodies of troops on the march, supply depots, railroad points and staff headquarters; besides cooperating in what Germany longs for most of all, an onslaught on the British grand fleet's line of battle.

On a recent trip to Friedrichshaven, the best known of the Zeppelin factories because so close to the Swiss border that the little neutral nation can watch the birth of the dirigibles, I found about 2000 workmen engaged and the force increasing daily.

I watched a trial trip of the latest addition to Germany's aerial fleet. Although not allowed to inspect operations closely, I learned that this Zeppelin had been assembled in 12 days. From a distance of five miles the giant beat of its powerful engines could be heard. It climbed to a great height and descended quickly. It hovered, under perfect control, over the waters of beautiful Lake Constance. It steered to perfection, executing so-called "figure eights" and other evolutions.

Speed Is Astonishing.

Its speed was what astonished me most. I needed no figures concerning this, but when the monster, dwarfing the largest warship, started in a direction away from me, it disappeared from view entirely in a few minutes. Then it reappeared and seemed to grow like a cyclone, so rapidly did it approach.

While approaching end-on the new Zeppelin is nearly invisible. This is due largely to an ingenious color arrangement. When presenting its side, however, the Zeppelin makes a good target for artillery. Here is a weak point in the Zeppelin. With hostile aeroplanes it does not have to reckon—these will be left to the attendant monoplanes or biplanes.

British airmen have attacked the Friedrichshaven works several times, dropping bombs which did slight damage. When they came again they will find it difficult to avoid the factory, for enormous defensive works of concrete have been erected.

Count Zeppelin has just written his reminiscences, which are now appearing in the magazine Der Grief here. He was a military attaché attached to the Northern army in the American civil war and narrates many amusing and enlightening incidents of that great struggle.

It is not generally known that Zeppelin's first balloon ascension took place in the United States at this time. He conceived the central idea of his dirigible in 1873 and has been working on it 53 years, expending almost all his personal fortune of about three million dollars besides much money contributed by wealthy friends.

Has Talk With Lincoln

Here is Count Zeppelin's account of meeting President Lincoln: "Through the good offices of the Prussian ambassador I was able to obtain an audience with President Lincoln. I solemnly donned my frock coat and high hat, but found no special pomp attaching to the ceremony.

"At the White House I was taken into the room where the president worked. From behind the writing table a very tall, lean form arose, with a large head, unkempt hair and beard, and strikingly projecting cheekbones, but shrewd, kindly eyes. During my short talk with the president his private secretary, Reed, sat on the writing table, swinging his feet rhythmically to and fro—they stuck far out of his trouser legs and were incased in a pair of shoes resembling moccas-

ins. "President Lincoln expressed himself as much pleased at my coming, and my plans and wished me success in the studies which I proposed to make."

Of the headquarters of the army of the Potomac he says:

"Headquarters was a gigantic cluster of tents, standing in long rows in the midst of a clearing. To find my way about in the midst of this chaos of tents struck me as far from easy. I had a letter of introduction to the commander of the army, General Hooker, which I was to deliver to him in person, but, as he had gone to Washington over Sunday, I could not present my credentials and I found the greatest difficulty in getting shelter and food, especially as my English in those days was very meagre. Eventually a Swede, Capt. Rosencrans, who spoke good German, took me into his tent."

He later presented himself to Gen. Hooker with a pass.

Gets Invitation to Drink.

"He received me very kindly and assigned a tent for my special use. From that time on he showed his friendliness toward me by asking me to take a whiskey with him every time he saw me. "Among the more important officers whom I met was Gen. Butterfield, chief of the general staff, whom I have already mentioned. When he was postmaster general he had organized the first post delivery system for San Francisco, and the talent for organization which he had then displayed had caused him to be looked upon as the best man for the important military position which he held when I met him.

"In planning operations he attached special significance to knowledge of the probable weather condition and for this reason he became especially fond of an excellent aneroid barometer of wine which I had obtained from London and paid good money for.

"Gen. Butterfield saw this instrument in my tent, borrowed it from me, and then found it impossible to separate himself from it. Longer and longer he would keep it each time he borrowed it, until at last he failed to return it at all. When I was about to leave the army I requested him to return it again and again, and became finally so pressing that I compelled him to go into his tent to fetch it out.

"After waiting outside a long time, I followed him into the tent. It was empty."

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